

within 10 days or less of the actual violation. In fact, the median time lapse between the violation and the emergency order was a little over 4 months. That is 132 days, Mr. President. I suggest to you, how can that be considered an emergency if nothing happened until 132 days after the alleged violation?

I think clearly at issue is what constitutes an emergency. Simply defined, an emergency is "an unexpected situation or sudden occurrence of a serious and urgent nature that demands immediate action." Yet, as discussed above, the "urgent nature" of the revocation which "demands immediate action" has more often than not occurred several months previously.

There are far too many cases where the FAA unfairly uses this necessary power to prematurely revoke certificates when the circumstances do not support such drastic action.

Mr. President, I have other cases that I could drag out here and talk about, such as the case of Bob Hoover. I have had the privilege of flying in airshows with Bob Hoover for over 30 years. Bob Hoover—probably if you were to ask anyone in the aviation community who the best pilot in America is, they would probably say Bob Hoover. Yet he was the victim of the emergency revocation. We had to go to bat for him, and we had literally thousands of letters from all over America coming to the aid of Bob Hoover because everybody knew there is nothing wrong and nothing of an emergency nature to the revocation of his ability to fly.

So, Mr. President, I feel that this being the No. 1 concern and issue of general aviation today—it is a sense of fairness issue, something that has worked very well in the case of civil penalties—it is one that I feel should be changed in the FAA regulations.

Mr. President, I yield the floor.

Mr. GRAMS addressed the Chair.

The PRESIDING OFFICER. The Senator from Minnesota.

Mr. GRAMS. Mr. President, I ask unanimous consent I be allowed to speak as in morning business for up to 5 minutes.

The PRESIDING OFFICER. Is there objection?

Mr. FORD. Mr. President, I do not mean to end this, but we are getting to the point where we have amendments up. And apparently no one wants to vote tonight, but we would like to get our amendments up. And Senator AKAKA has remarks as it relates to the legislation itself. I do not want to prevent—

Mr. GRAMS. This will be very brief. Mr. FORD. Fine.

Mr. GRAMS. I thank the Senator from Hawaii. I did talk to him and ask if it was all right.

Mr. FORD. We are trying to move this legislation forward. And I did not want to cut the Senator from Oklahoma off either.

The PRESIDING OFFICER. Without objection, the Senator from Minnesota is recognized as in morning business.

Mr. GRAMS. Thank you, and I again thank the Senator from Hawaii for allowing me to make a brief statement.

TRIBUTE TO MURIEL HUMPHREY BROWN

Mr. GRAMS. Mr. President, I rise today to pay tribute to Muriel Humphrey Brown, who was the widow of the late Senator and Vice President Hubert Humphrey and known to many throughout my state as Minnesota's "First Lady."

Mrs. Humphrey Brown passed away on Sunday at the age of 86. Throughout her life, she remained steadfast in her dedication to family and her interest in politics. In her last public appearance, just 5 days before her death, she was on hand to congratulate her son, Skip Humphrey, for winning the Minnesota DFL gubernatorial primary.

Many of my colleagues knew her, respected her, and join me in offering our heartfelt condolences to her husband, Max Brown, her sons Hubert, Doug and Bob, her daughter Nancy, and the entire Humphrey family.

Muriel Humphrey Brown was born on February 20, 1912, in Huron, SD. After marrying Hubert Humphrey, she became a devoted mother and enthusiastically took on the role of a political wife.

She played an active part in her husband's numerous campaigns. After Hubert's death in 1978, Muriel was appointed to his Senate seat, the same Senate seat that I am proud to hold today. By finishing out her late-husband's term, Muriel Humphrey Brown became Minnesota's first and only female U.S. Senator and just the 12th woman to serve in the U.S. Senate. In fact, she was the only woman serving in the Senate at that time.

In carrying out her husband's Senate term, Muriel Humphrey Brown was an inspiration to women throughout Minnesota as she accepted the call to public service even in her time of great personal loss. Rather than being known simply as the wife of the most popular politician in Minnesota, Muriel left her own mark on those issues of public policy about which she felt so strongly.

Her calm and gentle manner did not mute her passionate voice on behalf of social programs, labor issues, and the mentally disabled. She once described her term in the Senate as, "the most challenging thing I have ever done in my whole life." In 1979, she married Max Brown and lived the rest of her life out of the political spotlight. Her devotion to family and public service is truly an inspiration to all Minnesotans, and I am proud to say that her legacy will remain. It is a special honor for me to hold the Senate seat she once held, in the Chamber where she served with such grace, dignity, and honor.

Thank you very much, Mr. President. I yield the floor.

The PRESIDING OFFICER. The Senator from Hawaii.

WENDELL H. FORD NATIONAL AIR TRANSPORTATION SYSTEM IMPROVEMENT ACT OF 1998

The Senate continued with the consideration of the bill.

Mr. AKAKA. Mr. President, I support S. 2279, the Wendell H. Ford National Air Transportation System Improvement Act of 1998. This measure will enhance the safety and efficiency of our air transportation system, upon which the island state of Hawaii is uniquely dependent. I am pleased that this weighty legislation is named for the departing senior senator from Kentucky, whose contributions to aviation are legion. I am especially supportive of Title VII of the bill which addresses the issue of air tour operations at national parks.

Mr. President, Title VII of S. 2279 establishes a comprehensive regulatory framework for controlling air tour traffic in and near units of the National Park System. The legislation requires the Federal Aviation Administration, in cooperation with the National Park Service and with public input from stakeholders, to develop an air tour management plan (ATMP) for parks currently or potentially affected by air tour flights.

Under the ATMP process, routes, altitudes, time restrictions, limitations on the number of flights, and other operating parameters could be prescribed in order to protect sensitive park resources as well as to enhance the safety of air tour operations. An ATMP could prohibit air tours at a park entirely, regulate air tours within half a mile outside the boundaries of a park, regulate air tour operations that impact tribal lands, and offer incentives for the adoption of quieter air technology. An ATMP would include an environmental determination.

S. 2279 also creates an advisory group comprising representatives of the FAA, Park Service, the aviation industry, the environmental community, and tribes to provide advice, information, and recommendations on overflight issues.

As embodied in the ATMP process, this bill treats overflights issues on a park-by-park basis. Rather than a one-size-fits-all approach, the legislation establishes a fair and rational mechanism through which environmental and aviation needs can be addressed in the context of the unique circumstances that exist at individual national parks.

I am pleased that this procedural approach, in addition to requirements for meaningful public consultation and a mechanism for promoting dialogue among diverse stakeholders, mirrors key elements of legislation—the National Parks Airspace Management Act, cosponsored by my colleagues Senator INOUE and Senator FRIST—that I have promoted in the last three Congresses.

Mr. President, adoption of this bill is essential if we are to address effectively the detrimental impacts of air tour activities on the National Park